

Labor and U.S. Customs and Border Protection to ensure that minerals supply chains do not include products benefitting from forced and child labor;

(C) the Department of Commerce, in cooperation with other United States Government agencies, should facilitate accessible de-risking for United States entities seeking to invest in countries such as the DRC; and

(D) the Department of State, in cooperation with other United States Government agencies, should provide to Congress an annual report on corruption in the cobalt sector in the DRC.

(c) **STATEMENT OF POLICY.**—It shall be the policy of the United States—

(1) to promote an adequate, stable, transparent, and reliable supply of materials for United States national security, economic well-being, and industrial production, including by developing international supply chain options that do not rely primarily or exclusively on the domestic private sector or corrupt sources abroad to produce and process those materials;

(2) to counter Chinese dominance in the production of certain metals and minerals, including cobalt, by facilitating the competitiveness of United States entities to work in markets currently dominated by the People's Republic of China; and

(3) to promote a responsible minerals supply chain that counters corruption by the People's Republic of China and all actors and, to that end, the Department of the Treasury should focus on tools, including network sanctions, anti-money laundering measures, and other actions to counter kleptocratic and illicit actors in global mineral supply chains.

SA 1828. Mr. WHITEHOUSE submitted an amendment intended to be proposed to amendment SA 1502 proposed by Mr. SCHUMER to the bill S. 1260, to establish a new Directorate for Technology and Innovation in the National Science Foundation, to establish a regional technology hub program, to require a strategy and report on economic security, science, research, innovation, manufacturing, and job creation, to establish a critical supply chain resiliency program, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____ SUSTAINABLE AVIATION FUEL GRANT PROGRAM.

(a) **IN GENERAL.**—The Secretary, in consultation with the Administrator of the Environmental Protection Agency, shall carry out a competitive grant and cost-sharing agreement program for eligible entities to carry out projects located in the United States to produce, transport, blend, or store sustainable aviation fuel.

(b) **SELECTION.**—In selecting an eligible entity to receive a grant or cost-share agreement under subsection (a), the Secretary shall consider—

(1) the anticipated public benefits of a project proposed by the eligible entity;

(2) the potential to increase the domestic production and deployment of sustainable aviation fuel;

(3) the potential greenhouse gas emissions from such project;

(4) the potential for creating new jobs in the United States;

(5) the potential net greenhouse gas emissions impact of different feedstocks to produce sustainable aviation fuel on a lifecycle basis, which shall include potential direct and indirect greenhouse gas emissions

(including resulting from changes in land use); and

(6) the proposed utilization of non-Federal contributions by the eligible entity.

(c) **AUTHORIZATION OF APPROPRIATIONS.**—There is authorized to be appropriated \$200,000,000 for each of fiscal years 2022 through 2026 to carry out this section.

(d) **REPORT.**—Not later than October 1, 2027, the Secretary shall submit to the Committee on Commerce, Science, and Transportation and the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure and the Committee on Energy and Commerce of the House of Representatives a report describing the results of the grant program under this section. The report shall include the following:

(1) A description of the entities and projects that received grants or other cost-sharing agreements under this section.

(2) A detailed explanation for why each entity received the type of funding disbursement such entity did.

(3) A description of whether the program is leading to an increase in the production and deployment of sustainable aviation fuels.

(4) A description of the economic impacts resulting from the funding to and operation of the project.

(e) **DEFINITIONS.**—In this section:

(1) **CONVENTIONAL JET FUEL.**—The term “conventional jet fuel” means liquid hydrocarbon fuel used for aviation that is derived or refined from petrochemicals.

(2) **ELIGIBLE ENTITY.**—The term “eligible entity” means—

(A) a State or local government other than an airport sponsor;

(B) an air carrier;

(C) an airport sponsor; and

(D) a person or entity engaged in the production, transportation, blending or storage of sustainable aviation fuel in the United States or feedstocks in the United States that could be used to produce sustainable aviation fuel.

(3) **INDUCED LAND-USE CHANGE EMISSIONS.**—The term “induced land-use change emissions” means the greenhouse gas emissions resulting from the conversion of land to the production of feedstocks and from the conversion of other land due to the displacement of crops or animals for which the original land was previously used, as calculated using appropriate modeling techniques approved by a regulating authority.

(4) **LIFECYCLE GREENHOUSE GAS EMISSIONS.**—The term “lifecycle greenhouse gas emissions” means the combined greenhouse gas emissions from feedstock production, collection of feedstock, transportation of feedstock to fuel production facilities, conversion of feedstock to fuel, transportation and distribution of fuel, and fuel combustion in an aircraft engine, as well as from induced land-use change emissions, as calculated using appropriate modeling techniques approved by a regulating authority.

(5) **QUALIFIED FEEDSTOCK.**—The term “qualified feedstock” means sources of hydrogen and carbon not originating from unrefined or refined petrochemicals.

(6) **SECRETARY.**—The term “Secretary” means the Secretary of Transportation.

(7) **SUSTAINABLE AVIATION FUEL.**—The term “sustainable aviation fuel” means liquid fuel consisting of synthesized hydrocarbons that—

(A) meets the requirements of a Department of Defense specification for military jet fuel or an American Society of Testing and Materials specification for aviation turbine fuel;

(B) is derived from qualified feedstock;

(C) is certified by the Environmental Protection Agency Administrator that such fuel—

(i) either—

(I) conforms to the standards, recommended practices, requirements and criteria, supporting documents, implementation elements, and any other technical guidance for sustainable aviation fuels that are adopted by the International Civil Aviation Organization with the agreement of the United States; or

(II) meets the definition of “advanced biofuel” under section 211(o)(1) of the Clean Air Act (42 U.S.C. 7545(o)(1)), as demonstrated by compliance with Environmental Protection Agency implementing regulations under subpart M of part 80 of title 40, Code of Federal Regulations; and

(ii) achieves at least a 50-percent reduction in lifecycle greenhouse gas emissions compared to conventional jet fuel.

SA 1829. Mr. COONS (for himself and Mr. RUBIO) submitted an amendment intended to be proposed to amendment SA 1502 proposed by Mr. SCHUMER to the bill S. 1260, to establish a new Directorate for Technology and Innovation in the National Science Foundation, to establish a regional technology hub program, to require a strategy and report on economic security, science, research, innovation, manufacturing, and job creation, to establish a critical supply chain resiliency program, and for other purposes; which was ordered to lie on the table; as follows:

In section 2306(c)(2) insert “based on their technical merit and market relevance and pursuant to policies adopted through impartial processes that treat all members and technical contributions fairly and impartially,” after “for digital economy technologies.”.

SA 1830. Mr. COONS (for himself and Mr. RUBIO) submitted an amendment intended to be proposed to amendment SA 1502 proposed by Mr. SCHUMER to the bill S. 1260, to establish a new Directorate for Technology and Innovation in the National Science Foundation, to establish a regional technology hub program, to require a strategy and report on economic security, science, research, innovation, manufacturing, and job creation, to establish a critical supply chain resiliency program, and for other purposes; which was ordered to lie on the table; as follows:

In section 2505(f)(1)(F), strike “education; and” in clause (xi) and all that follows through “(xii) identifying” in clause (xii) and insert the following: “education;

(xii) in collaboration with the Manufacturing USA Network and the Hollings Manufacturing Extension Partnership, studying mechanisms by which the Federal Government can identify, maintain contact with, and call on industry experts for the purpose of assisting the Secretary in collaborating with industry partners and Federal agencies to mitigate scarcities of supplies that are critical to the crisis preparedness of the United States; and

(xiii) identifying

SA 1831. Ms. HASSAN submitted an amendment intended to be proposed to amendment SA 1502 proposed by Mr. SCHUMER to the bill S. 1260, to establish a new Directorate for Technology and